

Montana and the Sky



Vol. 35, No. 6

MONTANA AERONAUTICS DIVISION

June 1984

EAA-Spartan Scholarships Offered

Lt. Gen. (U.S.A.F. Ret.) Kenneth L. Tallman, president of the Spartan School of Aeronautics, and Tom Poberzny, president of the non-profit EAA Aviation Foundation, announced that the Foundation and Spartan will offer annual joint scholarships in four separate course areas. These include airframe technician, powerplant technician, mechanical instrument technician, and private pilot. The scholarships, which have a total combined value of \$18,000, will provide tuition, books, and equipment for each of the programs. The scholarships will be administered by the EAA Aviation Foundation.

The winners of the 1984 EAA-Spartan Scholarships will be announced during the 32nd Annual EAA International Fly-In Convention and Sport Aviation Exhibition July 23 - August 4. Lt. Gen. Tallman will personally present the scholarship certificates at an evening program on July 29.

Applications for the EAA-Spartan Scholarship for 1984 must be postmarked no later than July 14.

The Spartan School of Aeronautics, located in Tulsa, Oklahoma, is one of the oldest and most prestigious aviation schools in the world. It has graduated over 60,000 pilots, mechanics, and technicians since its founding in 1928. It is a fully-accredited, licensed and approved technical institute dedicated to teaching the knowledge, skills, and attitudes necessary to maintain and fly civil aircraft. Spartan is part of the large family of schools of the National Education Corporation of Newport Beach, California.

The non-profit EAA Aviation Foundation, headquartered at the EAA

Aviation Center in Oshkosh, Wisconsin, is dedicated to the history, education, and development of aviation. It sponsors or administers several aviation scholarships and sponsors outreach programs such as "Project Schoolflight" and the EAA Air Academy.

All potential applicants are asked to either call or write the EAA Aviation Center to obtain an information package and the official EAA-Spartan Scholarship Application. The completed application must be returned prior to July 14, 1984. The address is:

EAA-Spartan Scholarships
EAA Aviation Foundation
Wittman Airfield
Oshkosh, WI 54903-3065
Phone: 414-426-4800

AERONAUTICS WINS '84 BREWER AWARD

For the second consecutive year, the Montana Aeronautics Division has been selected as recipient of the Frank G. Brewer Award in Category Four — Organization for the Rocky Mountain Region of the Civil Air Patrol.

The award is given in recognition of outstanding promotion of aerospace education through the college workshop program for educators sponsored by the Montana Aeronautics Division.

As winner of the regional award, the Aeronautics Division will be entered into competition for the national award later in the year.

99s AIRMARK JORDAN



On May 22, 1984, members of the Montana 99s traveled to Jordan to airmark the airport there. Here Kay Roam, Billings, explains the use of templates to spell out "Jordan" on the runway as 99s President Gretchen Biggerstaff, Bozeman, and Patty Mitchell watch.



Kay, Patty, and Gretchen have the job just about finished. A noon lunch was provided by Phoney Mornion and Vivienne Schrank with Clancy Rich, Garfield Sky rider vice president, supplying a picnic table and benches.

Administrator's Column

I attended the annual MPA convention held in Lewistown June 1 - 3. The weather turned for the good, especially Saturday and Sunday; and the turnout was good. Many important items of business were discussed which were of interest and concern to the membership. I would like to congratulate the outgoing president, Dick Markle, and all of his officers and committee volunteers, especially convention chairman Jerry Harrison, for an outstanding convention. I would also like to congratulate the new officers: Nils Pearson, president; Pete Pederson, eastern vice president; Tom Johnson, western vice president; Pat Pearson, secretary; Dick Strouf, treasurer; Ray Tocci, eastern director; and Bob Braico, western director. (See more on this convention elsewhere in this publication.)

* * * * *

Of particular interest during the MPA convention was the presentation by Global Weather Dynamics, Inc. Joe Kelley, Tony Borelli, and Bruce Teigen explained and demonstrated the use of their computerized weather data reporting system. Through the use of most personal computers, a pilot can access Global Weather Dynamics aviation weather data base to receive the exact weather information you need at any time, 24 hours a day. You pay only for the weather you request and are billed automatically on your VISA or Master Card. Global Weather Dynamics has offered to place a demonstration system up in Montana free of charge for 30 days. If anyone is interested in offering your facilities for this demonstration, please let me know. They naturally prefer a high volume general aviation traffic location so they can get the maximum exposure.



Flying to the 1984 Olympics?

The 1984 Olympic Games, scheduled for July 23 to August 12, are expected to generate an appreciable increase in air traffic for the Los Angeles area.

The Federal Aviation Administration has established Special Air Traffic Procedures to support these games. These procedures were established to provide for the safe and efficient use of navigable airspace and to afford the maximum safety for persons and property on the ground.

A special edition of the Los Angeles VFR Terminal Area Chart and Los Angeles and Vicinity VFR Helicopter Aeronautical Chart is being published. These charts will be available from the National Ocean Service (NOS) and their chart agents.

The Montana Aeronautics Division has available a few copies of the Pilot Information Handout for the 1984 Olympics, published by the FAA. Additional copies can be obtained upon request to: FAA, Western-Pacific Regional Headquarters Office, Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009, Attn: AWP-530, Phone (213) 536-6182.

Navy Searches for WW II Aircraft

The Curator for the Navy is conducting a nationwide search for a World War II U.S. Navy carrier aircraft. The aircraft will be featured as a major artifact in a World War II exhibit at the Navy Memorial Museum in the Historic Precinct of the Washington Navy Yard.

When completed, the permanent exhibit will occupy nearly one-third of the 40,000+ square feet of the former Gun Shop. An authentically restored SBD, F4F, F6F, or F4U, featured as the focal point of the exhibit, will highlight the major role of naval aviation in achieving victory at sea during World War II.

The Navy Memorial Museum will feature the largest and most important exhibit of U.S. Navy World War II artifacts in existence. A number of recent developments have dramatically increased public interest in the Museum.

Captain Manny Sousa, USN, action officer in the current search, is the deputy director of the Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374, phone (202) 433-2379 or 2553.

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FAA Examiners Listed

The March 1984 issue of Montana and the Sky contained a listing of FAA written test examiners for the Helena area. The following are written examiners out of Billings:

Billings Area:

Dennis R. Skovgaard
2527 Wyoming Avenue
Billings, MT
656-9791 or 259-4436

Glasgow Area:

Peggy Lane
Box 228
Glasgow, MT
228-8137 or 228-4023

Starting July 15, 1984, the Billings FSDO will no longer administer written tests. Written tests by appointment only will be offered until July 15.

The following will serve as pilot examiners for the Helena and Billings FAA District Offices:

Helena Area:

Ken Byers
Route 7, 1667 Stag Lane
Kalispell, MT 59901
257-7678

Herb Fisher
6770 Amsterdam Rd.
Manhattan, MT 59741
282-7931

Greg Mecklenburg
Box 808
Belgrade, MT 59714
388-4804

Jeff Morrison
Helena Regional Airport
Helena, MT 59601
442-2190

Paul Newby
411 Mountainview Dr.
Bozeman, MT 59715
388-4274

Ted Parod
Box 228
Kalispell, MT 59901
755-3333

Billings Area:

Fritz Lueneburg
Box 698
Columbus, MT 59019
322-4678

Philip Petrik
Box 701
Sidney, MT 59270
482-1832

Robert Palmersheim
Fromberg, MT 59029
252-0508 (Billings)

Columbus Area:

Fritz Lueneburg
Box 698
Columbus, MT
322-4678

Wayne Turner
Box 126
Big Sandy, MT 59520
378-2534

Robert Van Meter
Box 160
Whitehall, MT 59759
287-5779

Tim Hayes
909 Ave. E., N.W.
Great Falls, MT 59401
454-1449

Bob Sanderson
204 New Meadows Ct.
Missoula, MT 59801
251-2300

John Kinna
Box 485
Fairfield, MT 59436
467-2352

Ken Goodsell
8875 Canyon Ferry Rd.
Helena, MT 59601
475-3173

Charles Rogers
Box 895
Lewistown, MT 59457
538-3767

Joe Ugrin
20 Neuhardt Dr.
Miles City, MT 59301
232-1354

Gary Woltermann
Box 253
Billings, MT 59103
252-8300

CALENDAR

June 22 — Montana Aeronautics Board Meeting, Ramada Inn, Billings.

June 22 - 23 — Statewide Aviation Conference, Ramada Inn, Billings.

July 13 - 15 — Northwest Regional Super Safety Seminar, Wenatchee, Wash.

July 14 - 19 — IFF Convention, Convention Centre, Winnipeg, Manitoba.

July 21 - 22 — Schafer Meadows Fly-In.

July 22 — Aviation Day/Air Show, Missoula.

July 27 - 29 — Great Canadian De-Havilland Fly-In, Wetaskiwin, Alberta.

July 28 — Hamilton-Jackpot Air Race.

Aug. 2 - 4 — Professional Aviation Maintenance Association Convention, St. Louis, Mo.

Aug. 5 — Libby Pancake Breakfast and Air Show.

Aug. 18 - 19 — Bozeman Air Show featuring Confederate Air Force.

Sept. 2 — Glasgow Air Show.

Sept. 7 - 9 — MAAA Fly-In, Three Forks.

Sept. 9 — Fourth Annual Fly-In at Dallas Aero, Poplar.

Sept. 12 — Helena Air Show.

Sept. 14 - 16 — Reno Air Races, Reno, Nev.

Sept. 21 - 23 — Mountain Search Pilot Clinic, Kalispell.

Air Race Scheduled

Hamilton Aviation and Cactus Petes are co-sponsoring an air race from Hamilton, Montana, to Jackpot, Nevada, on July 28, 1984. For registration and race information, contact Lonnie or Dave at Hamilton Aviation, Box 948, Hamilton, MT 59840 or phone 363-3833.

MPA Convention — Lewistown — June 1 - 3



Janet and Dick Markle pile up the cash at Friday night's Casino night.



Frank Bass and Bob Hollister auction prizes during the Casino night.



Aeronautics Administrator Mike Ferguson addresses a business session.



A lifetime MPA membership was awarded to Al Newby. Here he is congratulated by Frank Bass and Jim Monger. Al owned Flightline, Inc. in Belgrade for many years and now performs in his Great Lakes at air shows all over the state.



Listening attentively during the Flying Companion Seminar are (from left) Sue Vold, Billings; Ruby Elshire, Great Falls; Pat Pearson, Helena; Esther Brown, Helena; and (in the background) Marilyn Hollister, Forsyth.



Walt Hensley also received a lifetime membership in MPA, here congratulated by outgoing President Dick Markle. Walt began Hensley Flying Service in Havre and has long been involved in Montana aviation.



A demonstration of computer link weather reporting is conducted by Joe Kelley, Global Weather Dynamics, Inc., for a group of very interested pilots.



Steve Vold (right), Aerotronics of Billings, demonstrates the Loran C to Roald Torgerson.



Involved in serious discussion are three of the MPA's new officers: (from left) Nils Pearson, president; Dick Strouf, treasurer; and Ray Tocci, eastern director. Other officers include Pete Pederson, eastern vice president; Tom Johnson, western vice president; Pat Pearson, secretary; and Bob Braico, western director.



Banquet speaker was retired Western Airlines Captain Ed Musselman.



Sheri Coin, Billings, receives the Bill Mathews Pilot Achievement award from Bob Hollister. Sheri lost her right arm in childhood but has a private pilot license and is enthusiastically pursuing additional ratings. She is currently working on instrument, commercial, and sea-plane ratings.



Bob Hollister presents the Young Pilot of the Year Award to Paula Percy, Miles City. Paula has her private pilot license and recently won the regional competition in an FAA writing contest. She is a recent graduate of Custer County High School.



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Will Mavis (right) is presented the Jack Van De Riet Flight Safety Award by Jack's brother, Ray Van De Riet. Will has been actively involved in the promotion of flight safety in Montana for many years and has been extremely helpful in safety clinics sponsored by the Aeronautics Division. The award was especially meaningful to him as he and Jack Van De Riet were personal friends.



Will pauses for a picture with Ray Van De Riet and Ruth Van De Riet, Jack's widow.



Dick Markle (left) is presented with an award as past president by Bob Hollister, chairman of the Awards Committee.



The 1984 Pilot of the Year Award was made posthumously to Harry Shryock, Polson. Shryock was killed during a shooting at the Polson Airport after he volunteered to take the place of a young hostage. His wife Dee accepted the award and here is introduced by Frank Bass. Shryock's son John also attended the banquet.



Herb Sammons takes Vivienne Schrank for a twirl around the floor at the Saturday night banquet.



Receiving the 1984 Bent Prop Award was Dan Murray, Lewistown, for his talented propping which led to a runaway airplane.



Convention chairmen, Jerry and Pauline Harrison, are introduced and presented with an award by Frank Bass.



An antique auto joins the line-up of airplanes at the airstrip at the Frank Bass home at Moore. Frank hosted a fly-away breakfast for MPA members on Sunday morning.

How To Make Landings Out of Your Arrivals!

**By: Patty Michell, Supervisor
Aviation Safety & Compliance**

Of all the various pilot skills which are tested during a flight, pilot technique or lack of it shows up during landings, particularly during crosswind landings.

In a normal landing, the airplane will touch down as slowly as possible, consistent with wind conditions. Throw in a few variable factors such as gusty wind, crosswind, terrain effect on wind, runway surface, and gradient and landings will become anything but a pleasant experience at the end of a flight.

Remember, the airplane is still flying until it is safely back in the hangar or tied down. Pilots have landed with a sigh of relief after fighting a crosswind only to have the airplane ground loop or flip due to inattention or relaxation of the controls. The tricycle gear airplane with the center of gravity ahead of the main wheels tends to straighten out after landing when the weight is on the nose gear while the tailwheel airplane will react the opposite. The tailwheel must be kept firmly on the ground to fight the weathercocking tendency.

Crosswind landing techniques vary with each pilot and each situation. Basically there are two methods: the wing down method and the crab method. In the wing down method, the wing is held down and opposite rudder is applied. The nose is kept straight with the top rudder (otherwise known as a slip). In the crab method, the airplane is held at the crab angle to keep it tracking straight on the approach, then kicking the nose straight at the last moment in ground effect.

Probably the best or most common approach is to use a combination slip and crab while still landing on the upwind wheel. This method takes much practice and smooth application of controls. It requires a thorough knowledge of the airplane and its ability to handle crosswinds as well as confidence in one's own ability to handle the crosswind at hand. It is far better to

land successfully at another airport than face the possibility of damaging the airplane by attempting a crosswind that is beyond your ability.

There is a big difference between a steady crosswind at 20 knots and a gusty crosswind. You must consider the crosswind component at the peak gust condition. The wind also shifts as it gusts, causing misjudgments of crab angles or cross controlling.

The approach pattern for a crosswind landing takes extra consideration and planning. If the downwind leg finds you blown toward the runway, you'll have a tailwind on base leg and may overshoot the runway as you turn onto final. Trying to tighten up the pattern may set up the stall/spin accident. Fly the downwind leg further away than usual.

Crosswind landings are a real challenge, a fast-paced event that will take all you can do to pull it out successfully. Practice with an instructor and learn to handle the situation with a smooth touch for consistently good landings in any wind.

Gallatin Field Prepares Ag Agreement

The March 1984 issue of Montana and the Sky contained an article by Ted Mathis, manager of Gallatin Field, announcing that the Gallatin Airport Authority had voted to prohibit the storage, handling, use, or disposal of all hazardous materials at Gallatin Field. This prohibition included the materials used by aerial spraying companies.

Since that time, Mathis has been working with ag operators, the Department of Health and Environmental Sciences, and the Department of Agriculture to arrive at an agreement which would allow ag operators to operate out of Gallatin Field.

Such an agreement has been formalized and approved by the appropriate state agencies. Mathis has supplied the Montana Aeronautics Division with a copy of that agreement. The Division will be happy to send a copy of the Gallatin Airport agreement to other airport boards who might be struggling with the same problems in use of hazardous materials by ag operators. Just call or drop a note to:

Montana Aeronautics Division
Box 5178
Helena, MT 59604
Phone: 444-2506

Missoula's Aviation Day Plans

Missoula's third annual Aviation Day/Air Show will be held July 22 at Johnson-Bell Field.

Preparations for the event will include selection of a Missoula County resident as queen through a Miss Aviation Day pageant. A fly-in breakfast beginning at 8:00 a.m. will kick off the day's activities.

The air show, scheduled to begin at 2:00 p.m., will feature the champion skydiving team "Tension Free" out of Glendive, stunt pilot Stewart Lucke of North Dakota's Aerial Artistry, Inc., performers from Idaho's A&M Airshows, Inc., and Al and Paul Newby from Bozeman. On display throughout

the day will be military aircraft from the Navy, Air Force, and National Guard, and antique aircraft.

Also scheduled for that weekend is the first-ever smokejumpers' reunion. Officials expect nearly 2,000 jumpers to be on hand for that event, which will begin on Friday evening, July 20. The Aerial Fire Depot was first opened in the 1940s, and this reunion is expected to draw former jumpers from all over the United States. Some of the reunion activities will take place at the Fire Depot at Johnson-Bell Field; and as an added attraction to Missoula's Aviation Day, the Forest Service jumpers will perform a demonstration at 3:00 p.m.

FAA Issues Certificates

PRIVATE

Vernon Gjullin Conrad
Kenneth Pankratz Frazer
William Jacobsen Great Falls
Loren Ayers Great Falls
Douglas Crary, Jr. Choteau
Richard Luchau Ronan
Russell Smith Butte

COMMERCIAL

Harry Morris Divide
Tracy Mongeon Great Falls
Robert Morris Hamilton

INSTRUMENT

William Simons Kalispell
Tracy Mongeon Great Falls

ATP

William Helsper Missoula

INSTRUCTOR

William Allred Arlee
(Instrument)
Mary LaMoy Missoula
Tony Engler Missoula

INSTRUCTOR RENEWAL

Gus Johnson Missoula
Chester Severson Kalispell
Patrick Hogan Libby
Russell Larson Somers
Terry Morrison Great Falls

Ralph Dello Iacono Great Falls
Patricia Dower Butte

WINGS

Phase I

Mary LaMoy Missoula

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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